

that every American has access to reliable high-speed internet. It helps tackle the climate crisis by making the largest investment in clean energy transmission and electric vehicle infrastructure in history.

Madam Speaker, rebuilding our infrastructure means shoring up our American middle class. It means jobs, jobs, jobs, jobs, and more jobs. It means, maybe most importantly to a lot of us, honoring the work and the sacrifices of the Greatest Generation, those folks that Tom Brokaw called the Greatest Generation. They came back from World War II, from defeating fascism in the Pacific and the Atlantic, and they came back after making all of those sacrifices, suffering all of those hardships and deprivations and what did they do? They immediately set to work sacrificing more for their children and their grandchildren, for us. They sacrificed for us, and they didn't stop sacrificing.

□ 1800

What they did was they invested in American infrastructure: American water systems and sewer systems, and maybe above all and most recognizable, the Eisenhower Interstate Highway System, something that absolutely made a revolutionary change in this country.

It made it so much easier to get around this country. It made it so much quicker and cheaper and easier for American companies to get their manufactured goods to market. It made American companies more competitive abroad, this investment in American infrastructure that the Greatest Generation made.

And then after that, nothing. Nothing. For 50, 60, 70 years, nothing. We acted in this country like a bunch of spoiled, rotten children, entitled little kids. The things that our parents did for us, the sacrifices that our parents and grandparents made for us were taken for granted.

We figured that we didn't have to make those sacrifices for our children and their grandchildren, that we didn't have to continue to update and renew and maintain and develop that portfolio of assets that was our American infrastructure that was handed down to us by that Greatest Generation.

We didn't think we had to beef up public transit or passenger rail or roads and bridges or drinking water and wastewater systems. We didn't think we had to do those things because we took them for granted. We took them for granted generation after generation until this year, when Democrats in the House delivered—what?—the bipartisan Infrastructure Investment and Jobs Act that was signed into law.

This past week, I want to tell you, House Democrats celebrated those jobs with more than 100 events across the country.

In Georgia, Representative CAROLYN BOURDEAUX visited a local electric ve-

hicle manufacturer called SK Battery to celebrate investments in local jobs.

In Illinois, Congresswoman CHERI BUSTOS visited a VA clinic where new investments in broadband will improve telehealth services for our American veterans.

In Massachusetts, Representative JAKE AUCHINCLOSS sat down with the Massachusetts AFL-CIO to talk about good-paying union jobs coming to his district from this infrastructure law.

In California, Congressman JIM COSTA met with local water districts to talk about much-needed water infrastructure updates in California's Central Valley, where so many of our crops get grown.

In upstate New York, we had a couple of Congressmen talking about infrastructure. Congressman BRIAN HIGGINS, out of Buffalo, visited infrastructure projects in his home city, the queen city of Buffalo. And we had Congressman JOE MORELLE from Rochester, also in upstate New York, talking about how the infrastructure law will help that town of Rochester, New York, remove lead pipes.

We all remember what happened in Flint, Michigan, where 100-year-old lead pipes poisoned little kids, gave them brain damage. Why? Well, because of a lot of things, but one of them was that we hadn't updated the water infrastructure in 100 years in Flint, Michigan.

JOE MORELLE was talking about that when he visited the Plug Power Gigafactory to tout the investments the law will make in clean hydrogen hubs and clean hydrogen manufacturing. He was talking about that, and he was talking about removing the lead pipes in Rochester so that these things don't happen again.

In southern California, Congressman MIKE LEVIN joined a Republican mayor from his California district to talk about how updates to infrastructure will help local drivers, cyclists, and pedestrians.

In New Mexico, Congresswoman TERESA LEGER FERNANDEZ visited Zuni High School to discuss how the infrastructure law will improve access to broadband for students, and she toured the Navajo-Gallup water supply project with Navajo Nation President Jonathan Nez.

In north Texas, Congressman COLIN ALLRED held a teletownhall with folks in his district to talk about all the ways the law will help meet local transportation needs.

In northern Ohio, Representative MARCY KAPTUR joined a summit about infrastructure to talk about how this law will help with flooding, with irrigation, and pollution remediation.

Also in California, Congresswoman DORIS MATSUI visited local levees in California that will be improved because of this infrastructure bill.

Every single one of these projects represents jobs and economic growth for our local communities. It represents investment in America. It rep-

resents belief in our country, belief in ourselves, that we can make the best of what we can do for the economy; that we can create jobs; that we can make it in America; we can manufacture goods in this country; that we can compete with any other company in the world as long as we provide the necessary infrastructure advantages that other countries are already doing.

And don't think for one minute that China is not investing in its infrastructure to make its companies compete with us, that Russia is not doing it, that the European Union nations aren't doing it. They are all doing it. What would ever make us think that we don't have to compete with those companies from countries abroad? You know we do.

Look at the cargo ships lined up outside the ports off of southern California. They are full of manufactured goods coming to this country for import. It is one thing to look at a piece of paper and look at the trade imbalance that America has suffered for years upon years. It is another thing to look at the pictures and the video of those container ships out in the harbors. Every one of those container ships, it takes 7,000 tractor-trailers to unload them, they are so full of goods coming to this country.

Why we can't make those goods in this country, a lot of it has to do with our suffering, with our falling behind in our infrastructure. Our companies need this. This is something we need to do to keep American companies competitive. It is a jungle out there.

In a global world market, what would ever make us think we don't have to compete with these foreign companies? That is what this bipartisan Infrastructure Investment and Jobs Act does.

It is widely talked about how there are 13 Republicans who voted for the bill. That is why we call it bipartisan. It means both Democrat and Republican.

Some people say, wow, what a wonder, how did you get 13 Republicans to vote for investing in America? Well, that is not the wonder. The wonder is what happened to the 200 Republicans who voted "no" on investing in America's infrastructure and updating what the Greatest Generation passed down to us in making America as strong as ever. We can make it. What happened to these people that they voted "no" on that?

These are the people who touted infrastructure week after infrastructure week, and what did they do? They did nothing. It took the Biden administration to come along and a Democratic-controlled House to pass the thing. That is exactly what we did, and what a wonderful afternoon on the south lawn of the White House, where we all gathered, Democrats and Republicans who supported that bill. It got signed into law.

You know who I was sitting near? I was sitting near the CEO of Amtrak and the president of Amtrak and the

chairman of the board of Amtrak, and I talked a lot about the way other places in this country will benefit from the bipartisan Infrastructure Investment and Jobs Act, but I haven't mentioned what will happen in northeastern Pennsylvania because it has to do with Amtrak.

We have been struggling in northeastern Pennsylvania without train service for the last 51 years. It has been since the early 1970s since a passenger train rolled into Scranton, Pennsylvania. We have been without train service for that long. If you don't think that hurts an area, you are wrong.

Here's how we know. We got Amtrak interested in investigating a New York City to Scranton, across the top of New Jersey, across the Delaware River, into southern Monroe County at the Delaware Water Gap, through Stroudsburg, up through Mount Pocono, past Tobyhanna, and up into Lackawanna County and Scranton, Pennsylvania. We got them interested in looking at that route, and they did.

You know what they found, Madam Speaker? They found that this is exactly the kind of route that Amtrak ought to be investing in. What we did was we showed them what we have to offer in northeastern Pennsylvania. We showed them all of the recreational opportunities there are, we showed them the wonderful hardworking workforce that we have, the people that have the kind of work ethic and pride in their work that goes an awful long way toward creating successful manufacturing companies.

We showed these things to people coming in from out of the area, and the Amtrak executives looked at this, and they said yes, this is the kind of line that makes sense. They examined it, and their specialists looked into it, and they worked out the economic activity increase that would result from such a new line.

Three trains a day going back and forth between Scranton and along that line I discussed to New York City will result, according to Amtrak's economic analysis, in \$87 million a year in additional economic activity each and every year those three trains are operating between New York City and Scranton. \$87 million a year in economic activity.

They are not just pulling those figures out of the air, Madam Speaker. They know what they are talking about at Amtrak because they have done it before, and they have seen it happen. They put in about an 80-mile stretch from Boston northbound, and they saw it happen. They saw why it happens, because people want to do development along the rail lines. Along those rail lines they have seen it time and time again, things pop up, factories pop up, office parks pop up, residential developments pop up. All of this means jobs, jobs, jobs, and more jobs.

What we are interested in in northeastern Pennsylvania is not just a pret-

ty ride through the countryside on a train. What we are interested in is the jobs, because \$87 million a year in economic activity is an awful lot of jobs.

These are just some examples, Madam Speaker, of what it means to have this infrastructure bill get passed into law and signed by the President. These are things that will happen. Maybe the greatest thing is that we look toward the future with that law. It is not just old-fashioned infrastructure.

I mentioned before, the investment in broadband internet for every place in America, it is a model we have seen before. The government has done this before. Under the Roosevelt administration it was called the Rural Electrification Act, and the idea was there were some places in America that did not have electricity and should have electricity. Imagine living in a town that nobody can turn on an electric light at night. It was shocking and shameful, that kind of inequality in access to new technology.

But we beat that. The Roosevelt administration pushed through the Rural Electrification Act, and every nook and cranny and every holler and every place that was off the beaten path ended up with electric service, and it was a wonderful thing. All of those people who could have been left behind were not. They were brought along.

□ 1815

It is the same thing with our investment in rural internet access. When I say "rural," that is largely the type of place that is left behind. There are some urban areas that are internet starved, you might say, but by and large, it is mostly rural places that will benefit from this massive investment in broadband internet.

Why is it important? Because it is the same thing. If you don't have broadband internet in these rural places, these rural places get left behind modern life every bit as much as they would have gotten left behind 80 years ago without electricity.

It means that kids studying in school aren't left behind because they have access to the internet, and their parents don't have to drive them to a local fast-food place so they can sit in the parking lot and get online that way. That is ridiculous.

Every place in America ought to have broadband internet.

Now, about 65 percent of achieving that goal is done through the bipartisan Infrastructure Investment and Jobs Act, and about 35 percent, finishing the job, is in the Build Back Better Act. We can do such a thing for our children and our grandchildren, but it is more than that, Madam Speaker, it is also for our businesses.

Our businesses depend on the internet as much as anybody else, as much as kids in school. They need to have access to quick communications. If you have places that don't have that access, you know what that means. That

means new businesses will not spring up in those places. Those places will be bypassed. They will be left behind. Why would a business want to start up a new enterprise in a place that does not have access to broadband internet?

It really doesn't take a rocket scientist to figure these things out. If we want to give these kinds of economic advantages to this country, and we want to be inclusive of every place in this country, no matter who they are or who they worship or how they vote, it doesn't matter. We have to come together as a country and realize that we are all in this together, and we need to provide broadband internet to every place in America every bit as much as we did that for basic electricity at the time we did that.

Madam Speaker, it is my pleasure to tell you that we passed the bipartisan Infrastructure Investment and Jobs Act and that it was on the South Lawn of the White House that President Biden signed it into law. It is something that will redound to the benefit of our children and our grandchildren, and their children and their grandchildren. These are investments that will pay and pay generation after generation, and they will create millions and millions of jobs.

We have already created 5.6 million jobs this year, but it doesn't stop there. We are just getting started. Madam Speaker, the Democrats have delivered this Congress. I couldn't be prouder.

Madam Speaker, I yield back the balance of my time.

#### RECOGNIZING GENEVA WILSON PERRYMAN

The SPEAKER pro tempore. Under the Speaker's announced policy of January 4, 2021, the gentlewoman from Michigan (Ms. TLAIB) is recognized for the remainder of the hour as the designee of the majority leader.

Ms. TLAIB. Madam Speaker, I rise today to acknowledge the legacy of public service of the late Geneva Wilson Perryman.

Mrs. Geneva Wilson Perryman was known for her passion that she shared for making her community a better place for all.

Mrs. Wilson Perryman raised her five children in Detroit alongside her husband, Alex, to whom she had been married for 77 years.

Geneva was well known in her neighborhood for welcoming those in need to share a warm meal.

Mrs. Wilson Perryman was a teacher for nearly 40 years in our community and had received numerous awards and a number of acknowledgments for her excellence in education and her hands-on actions in working to secure equal justice for all in our city of Detroit.

Mrs. Wilson Perryman was outspoken. She was a feisty woman, as some say, and made it her mission to speak truth to power.

Please join me in recognizing the late Geneva Wilson Perryman and her